

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 3, line 22, with the following paragraph:

With respect to marine engines, it is known in the art to elevate a boat on a lift after operation in a salt water environment, connect a fresh water source to the cooling system intake and operate the engine for a sufficient time period in an attempt to remove all salt water and residual salt from the cooling system. Depending upon the specific type or style of marine engine, many companies manufacture devices that can be easily and temporarily coupled to the engine's water intake port. Such devices also include [[an]] a coupling or fitting that is connected to a garden hose or similar supply line. The opposite end of the hose is connected to the fresh water source.

Please replace the paragraph beginning on page 4, line 34, with the following paragraph:

The general purpose of the present invention is therefore to provide a corrosion inhibiting apparatus and method which are easy to practice, and which will effectively reduce the tendency of corrosion to accumulate upon the inaccessible surfaces and passageways of an internal combustion engine cooling system. The method has been design designed to be relatively simple and short, while obviating the difficulties encountered in the practice of prior art processes. To attain this, the present invention contemplates an apparatus for the introduction of an inert gas

into the interior cooling system or water jacket of an internal combustion engine, typically somewhere near the highest point of the cooling system. The process is continued by allowing the inert gas to circulate throughout the entire cooling system until all corrosion inducing fluids, such as oxygen and water vapor are expelled through the engine's cooling system intake and exhaust output ports. Finally the inert gas is retained in the system for the length of time it is desired to preserve the cooling system. In addition, an anticorrosive material may be mixed with the inert gas prior to introduction to increase the efficacy of the system. By using an inert gas that is lighter than air, oxygen and water vapor, all of the key elements critical to corrosion are displaced from the system due to the buoyancy of the purging fluid (i.e. inert gas).

Please replace the paragraph beginning on page 6, line 9, with the following paragraph:

The inert gas can comprise any gaseous fluid other than oxygen and hydrogen and ideally is a gaseous fluid that has an atomic weight less than that of oxygen and water vapor. The preferred inert gas is helium. The amount of helium required to purge the cooling system of oxygen and water vapor is significantly less than other inert gases due to helium's low atomic weight and hence its natural buoyancy in comparison to air. Helium also prevents the possibility of air leakage back into a watertight system. Another suitable inert gas is nitrogen. However the use of nitrogen would require a greater quantity to be introduced into the cooling

system due to the fact that nitrogen has an atomic weight only slightly less than that of air. In addition, the inert gas may also include those gases that are completely chemically non-reactive such as argon or Freon. Because these inert gases [[are]] have an atomic weight greater than that of air, these gases must be introduced from the bottom of the engine cooling system or combustion chamber. It is to be specifically noted that this reverse purging method falls within the scope of the present invention.

Please replace the paragraph beginning on page 8, line 23, with the following paragraph:

Although the disclosure hereof is detailed and exact to enable those skilled in the art to practice the invention, the physical embodiments herein disclosed merely exemplify the invention that may be embodied in other specific structure structures. While the preferred embodiment has been described, the details may be changed without departing from the invention, which is defined by the claims.